

COUNCIL
AGENDA

Nov 10, 1975

P R O C E E D I N G S
MONDAY, NOVEMBER 10, 1975

<u>FUNCTION</u>	<u>TIME</u>	<u>PLACE</u>
<u>CITY COUNCIL MEETING</u>	9:30 a.m.	COUNCIL CHAMBERS
Vandalism committee	2:30 p.m.	Committee Room "A"
Public Participation (Official Plan)	7:00 p.m.	Council Chambers
Taxicab Authority	7:00 p.m.	Committee Room "A"

Prepared by: Clerk's Department
Date: November 6, 1975
Time: 2:30 p.m.

NOTE: If the above items are changed in any way, you will be advised prior to the commencement of the Committee Meeting by the Chairman.

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

THE COUNCIL OF
THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

DATE: MONDAY, NOVEMBER 10, 1975
TIME: 9:30 A. M.
PLACE: CITY COUNCIL CHAMBERS
1 City Centre Drive,
Mississauga, Ontario.

1. PRAYER

2. MINUTES OF COUNCIL MEETING: - October 27, 1975

3. DEPUTATIONS:

- (a) MR. NOEL BATES, COUNSEL FOR JUDGE STORTINI
- (b) FILE OZ-7-75 - WEST BEACH DEVELOPMENTS (See Item #1072, General Committee Report Oct. 29/75.) Mr. Heusel will be present in opposition to this proposed development.
- (c) FILE T-74334 - "MEADOWS" - FRENCH LANGUAGE SCHOOL Mr. B. Quigley, representing Dufferin Peel Roman Catholic Separate School Board, re construction of this School. See attachment I-1.
- (d) FILE OZ-82-75 - CADILLAC FAIRVIEW - Mr. C. Cunningham to request passing re-zoning by-law notwithstanding all documentation is not yet received.
- (e) FILE CADILLAC FAIRVIEW NEIGHBOURHOODS 107 & 108- Representative to request passing of by-laws to execute agreements.
- (f) FILE 177-75 - STREETSVILLE (PEEL CHESHIRE HOMES) Mr. R. Dorney will appear in this connection. (See attachment R-3).
- (g) FILE CHRISTINA PINES - Mr. H. Birholtz, Solicitor for Christina Pines re 5% levy. Dealt with in General Committee Report November 5, 1975.
- (h) FILE OZ-74-74 - RING ROAD - DUNDAS AND CAMILLA - Mr. M. Weir will request passing of zoning by-law.

November 10, 1975.

4. PUBLIC QUESTION PERIOD

5. CORRESPONDENCE

- (a) INFORMATION ITEMS - Attachments I-1 to I-10
- (b) ITEMS REQUIRING DIRECTION -

6. NOTICES OF MOTION

Nil

7. REPORTS FROM MUNICIPAL OFFICERS

- R-1 - Report dated October 31, 1975, from City Treasurer re cheque signing, and execution of Canadian Imperial Bank of Commerce Form 330. Resolution available.
- R-2 - Report dated October 28, 1975, from City Treasurer, funds certified by D. A. R. Ogilvie, re approval of purchase of three additional Deutz Diesel Engines for Mississauga Transit. Resolution available.
- R-3 - FILE 177-75 - STREETSVILLE (PEEL CHESHIRE HOMES)
Report dated November 5, 1975, from the City Solicitor re conformity with Zoning By-law.
- R-4 - FILE OZ-7-66 - Bergman Subdivision
Report dated Oct. 31, 1975, from the City Engineer, re assumption of works and return of securities. Resolution available.
- R-4 - Report from Councillor McCallion entitled "Fiscal Constraints Report". (To be available at the Council Meeting).

November 10, 1975.

8. COUNCIL TO MOVE INTO COMMITTEE OF THE WHOLE TO CONSIDER
REPORTS FROM COMMITTEES

Verbal motion required

9. COMMITTEE REPORTS

(a) GENERAL COMMITTEE REPORT OCTOBER 29, 1975

(b) GENERAL COMMITTEE REPORT NOVEMBER 5, 1975

10. COMMITTEE TO RISE

Verbal motion required

11. PETITIONS

12. UNFINISHED BUSINESS

(a) FILE 93-75 - SELF SERVE GAS BARS

Resolution #696 passed by Council on October 27/75, reads:

"Item 13(b) of Council's agenda dated October 27, 1975, re Sun Oil Co.'s application for a gas bar at Queen St. and Reid Street be deferred to the next Council Meeting."

Mr. J. Marshall, Solicitor for Sun Oil, has been advised of this.

November 10, 1975.

13. BY-LAWS

- #536-75 - A By-law to execute a Lease. (Office space for establishment of a public information outlet for Mississauga Transit in Square One. As recommended by General Committee Item 935, September 17, and adopted by Council on September 22, 1975.)

THREE READINGS REQUIRED

- #537-75 - A By-law to execute an agreement. (Agreement with the Minister of Housing for the Province of Ontario for the payment of capital housing incentive grants with respect to two Minister-Developer agreements with Whitehall Development Corporation Limited.)

THREE READINGS REQUIRED

- #538-75 - A By-law to authorize execution of an agreement for municipal purposes. (Agreement with Warren Bitulithic re intersection improvements at Mineola Road and Hurontario St. awarded by resolution #683 passed by Council on October 27, 1975.)

THREE READINGS REQUIRED

- #539-75 - A By-law to establish certain lands as part of the municipal highway system. (To lift a one foot reserve on Fair Birch Drive to allow access into a new portion of Fair Birch Drive - north of Lakeshore Road and east of Birchview.)

THREE READINGS REQUIRED

- #540-75 - A By-law to establish certain lands as part of the municipal highway system. (Road widenings at Winston Churchill Blvd. and Dundas Street West. The lands were acquired by the City some time ago in connection with Cadillac Fairview's subdivision Neighbourhoods 107 and 108.)

THREE READINGS REQUIRED

- #541-75 - A By-law to remove certain lands from part-lot control. (To remove subdivision control from a semi-detached lot on Plan M-24 - located north of Dundas St. and east of Winston Churchill Blvd.)

THREE READINGS REQUIRED

November 10, 1975.

13. BY-LAWS CONTINUED

- #542-75 - A By-law to execute an agreement. (Agreement between the City and Duomo Construction requiring construction of a dry well prior to the issuance of a building permit for lands in Lot 6, First Range south of Dundas and part of Lot 6 in the Second Range south of Dundas St.)

THREE READINGS REQUIRED

- #543-75 - A By-law to authorize execution of an agreement for municipal purposes. (Contract P.N. 74-157 - awarded to Lisanti Projects Limited for construction of Lochlin Trail revetment works. Resolution #480.)

THREE READINGS REQUIRED

- #544-75 - A By-law to authorize execution of an agreement for municipal purposes. (Contract P.N. 71-105D - awarded to Bramall & Company Construction for construction of King Street Culvert. Resolution #632)

THREE READINGS REQUIRED

- #545-75 - A By-law to authorize execution of an agreement for municipal purposes. (Contract P.N. 75-071 awarded to Gazzola Paving Limited by resolution #666 passed by Council October 15, 1975, for reconstruction of Tomken Road.)

THREE READINGS REQUIRED

- #546-75 - A By-law to authorize the execution of an easement agreement. (Located on the east side of the Fourth Line East and south of Britannia Road. Requirement re development of industrial lands owned by Pacific Paving of Markham.)

THREE READINGS REQUIRED

- #547-75 - A By-law to accept a Deed of Land and to establish the land as described therein as part of the municipal highway system. (Lands being established as part of Fourth Line East. Requirement re development of industrial lands owned by Pacific Paving of Markham.)

THREE READINGS REQUIRED

13. BY-LAWS CONTINUED

- #548-75 - A By-law to accept a Deed of Land and to execute a Grant of Easement. (10' x 180' road widening and easement for watercourse and storm sewer purposes. Requirement of Land Division decision CAB 293/74M- Draper.)

THREE READINGS REQUIRED

- #549-75 - A By-law to accept a Deed of Land and to authorize the execution of a Grant of Easement. (Requirements of Land division decision. Industrial development east of Dixie Road and north of Britannia Rd.) File CAB 298/299/74)

THREE READINGS REQUIRED

- #550-75 - A By-law to authorize execution of an agreement. (Agreement between Balsam Woods Limited and the City re lands located at 420-460 Lakeshore Road W. and subject of zoning by-law 257-74. This agreement amends an existing agreement pursuant to Committee of Adjustment decision (CAA 186/75) to reduce the maximum units permitted.)

THREE READINGS REQUIRED

- #551-75 - A By-law to authorize execution of an Agreement. (Addendum Agreement with Markborough Properties Limited relative to recreational facilities in Meadowvale South, Neighbourhoods 1, 2 and 8 of Meadowvale West.)

THREE READINGS REQUIRED

- #552-75 - A By-law to amend By-law 1227 of the former Town of Port Credit. (This provides for a special section to allow a retail food store use in a C2 zone. Otek Developments - southwest corner of Helene Street and High Street.)

THREE READINGS REQUIRED

- #553-75 - A By-law to remove certain lands from part-lot control. (To remove subdivision control from semi-detached lot #5 in R.P. M-51. Markborough Properties, west of Streetsville.)

THREE READINGS REQUIRED

13. BY-LAWS CONTINUED

#554-75 - A By-law to amend By-law No. 335-75. (These amendments are for "No Parking", "Through Highways", "Stop Signs", "Yield Signs", and "No Heavy Trucks", As recommended in item #1118, General Committee Report Nov. 5/75.)

14. MOTIONS

- (a) To adopt General Committee Report October 29/75
- (b) To adopt General Committee Report November 5/75
- (c) To authorize signing of Bank of Commerce Signing Authorities Form 330.
- (d) To approve purchase of three additional Diesel Engines for the Mississauga Transit.
- (e) To award Contract for Cattrick Street Drainage works.
- (f) To permit Credit Valley Cable TV to televise General Committee meetings.
- (g) To award contract for construction of Arch Road storm sewer - P.N. 74-063)
- (h) To assume works and return securities re File OZ-7-66 - Bergman Subdivision.
- (i) Motion re National Fire Code - Hazel McCallion
- (j) Motion re speed limit on Provincial Highways - Hazel McCallion
- (k) Motion re site plan inspection - Hazel McCallion
- (l) Motion re Public participation in Budgeting - Hazel McCallion
- (m) Motion re removal of surveyors' stakes - H. McCallion

15. NEW BUSINESS

Nil

November 10, 1975.

16. BY-LAW TO CONFIRM PROCEEDINGS OF COUNCIL AT THIS MEETING

Verbal motion to give required number of readings.

17. ADJOURNMENT

Verbal motion required.



City of Mississauga

MEMORANDUM

R-1

To The Mayor, and Members of Council From Mr. W. H. Munden
Dept. of the City of Mississauga Dept. City Treasurer

October 31st, 1975.

File: T-061-9

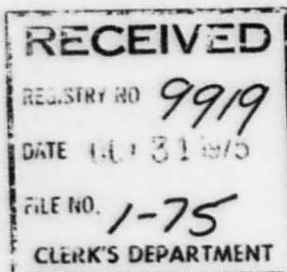
Dear Sir:

Subject: Cheque Processing

Origin: Treasury Department report of September 3rd, to General Committee, Adopted by Council on September 22nd, 1975.

Comments: The recommendation below was adopted by Council on September 22nd, 1975, amending the above Policy:

1. That all cheques on the bank account (including the payroll bank account) of the general fund of the Corporation of the City of Mississauga, which funds include the accounts of the Public Library Board, and on all miscellaneous trust and reserve fund bank accounts of the Corporation of the City of Mississauga shall be signed by the Mayor and the Treasurer.
2. That these signatures shall be affixed by the usage of a mechanical cheque-signing machine.
3. That it shall be the responsibility of the Treasurer to satisfy himself that the supervision and control of the cheque-signing machine is adequate and proper at all times and under all conditions.
4. That in the absence of the Treasurer it shall be the responsibility of the Director of Treasury Services to assume the responsibilities outlined in paragraph 3.



TO BE RECEIVED.
RESOLUTION AVAILABLE.

.....2

R-1a

Mr. T. L. Julian - 2

October 31st, 1975.

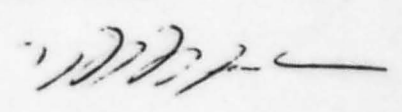
5. That in the event of cheques having to be signed by hand any two of the following shall be authorized to sign: the Mayor, or in his absence the Acting Mayor, and the Treasurer, or in his absence the Director of Treasury Services.

In this regard, please find Bank of Commerce Signing Authorities Form 330 for execution by the Corporation.

RECOMMENDATION:

That Form 330 of the Canadian Imperial Bank of Commerce be executed by the Corporation, and returned when completed, to the Treasury Department for forwarding to the Bank of Commerce.

Yours truly,



W. H. Munden, R.I.A.,
City Treasurer.

RW/mf
Enclosure; & Draft
Resolution attached



City of Mississauga

MEMORANDUM

R-2

To MAYOR AND MEMBERS OF COUNCIL From Supply and Services
Dept. Treasury

October 28, 1975

SUBJECT: THREE (3) DEUTZ DIESEL ENGINES/TRANSIT DEPARTMENT

ORIGIN: Previous Report of October 20, 1975.

COMMENTS: This supplementary report is to advise Council that the total number of engine units involved for purchase by the Transit Department is six rather than the three specified in the previous report.

Initially one unit was valued at \$10,690.00. This unit was purchased in conjunction with Section 7 l(b) of Amended By-Law 246-75.

Two additional units at a total cost of \$25,920.00 are currently to be purchased.

In summary, the total expenditure for a total of six engines would be \$77,338.25.

As outlined in the report of October 20, 1975, the diesel engines are available from only one outlet and we have verified this situation in conjunction with Mr. E. Dowling of the Transit Department.

The total amount of \$77,338.25 was budgeted in the 1975 Vehicle Repairs and Services Account 06300-54-4002.

RECOMMENDATION: That Council approve the purchase of the additional three (3) Deutz Diesel Engines.

FUNDS CERTIFIED BY:

W. H. Munden
City Treasurer

D.A.R. Ogilvie
Commissioner of Finance

HJB:pr

✓ TO BE RECEIVED.
RESOLUTION AVAILABLE.

CITY OF MISSISSAUGA
LEGAL DEPARTMENT

R-3

November 5, 1975.

SUBJECT: Peel Cheshire Homes (Streetsville)
ORIGIN: Council, October 27th, 1975.
COMMENTS: I have examined the definition of "nursing home"
under the Streetsville Zoning By-law and in my
view the Peel Cheshire Homes' application qualifies
under this definition.



Basil Clark, Q.C.
City Solicitor.

BC:bd



City of Mississauga

MEMORANDUM

R-4

To Mr. T. L. Julian,
Dept. Clerks.

From Mr. William P. Taylor, P.Eng.,
Commissioner,
Engineering, Works & Building.



October 31st, 1975.

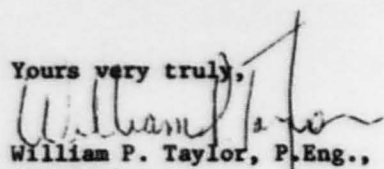
Dear Sir:

Re: Bergman Subdivision
OZ-7-66
Our File: P.N. 27-67
Condominium Project Located North-east of
The Intersection of Goreway Drive and Derry Road

As far as this Department is concerned, the Developer has complied with all requirements of the Engineering Agreement covering the two blocks of the above development.

We, therefore, recommend assumption of the works by the City and release of all securities to the developer.

Yours very truly,


William P. Taylor, P.Eng.,
Commissioner,
Engineering, Works & Building.

BB:cs

c.c. Mr. W. J. Richmond
Fred Schaeffer & Associates, Inc.
Attention: Mr. D. Gottlieb, P.Eng.,
Region of Peel

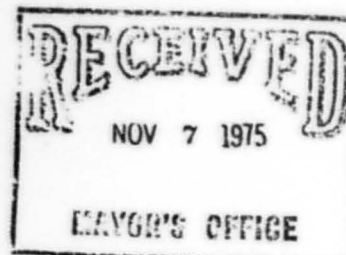
HIS HONOUR
JUDGE RAY STORTINI



JUDGE'S CHAMBERS
COURT HOUSE
361 UNIVERSITY AVENUE
TORONTO, ONTARIO
M5G 1T3

November 6, 1975.

The Mayor and Council of
The City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.



Dear Members of Council,

Re: Judicial Inquiry

On November 5, 1975, the Divisional Court of the Supreme Court of Ontario quashed your Resolutions 218, 283, 342 and 578. Your appeal re Hydro and the cross-appeal of Hydro were dismissed. This Inquiry based on those resolutions is therefore terminated so long as that decision stands.

As your legal counsel will advise you, the main basis for the decision of the Divisional Court is that the resolutions calling for the Judicial Inquiry were not sufficiently specific and were not confined to the present Municipality.

The Inquiry's investigations were hampered by the fact that the Provincial Government refused to request an Order-in-Council granting the Inquiry powers of search and seizure of documents under Part III of the Public Inquiries Act.

From my knowledge of the subject matters of the Inquiry, which knowledge has been gained from executive sessions with Inquiry personnel, some of the matters brought to the attention of this Judicial Inquiry clearly warrant further investigation and hearing.

Your legal counsel will outline to you the options available to you at this time.

Respectfully and submitted,

A handwritten signature in ink, appearing to read "Ray Stortini".
Judge Ray Stortini



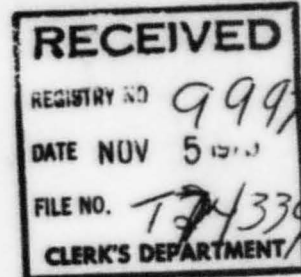
THE DUFFERIN-PEEL
ROMAN CATHOLIC I-1
SEPARATE SCHOOL BOARD

November 4th, 1975

Mayor M.L. Dobkin, M.D.
and Council
City of Mississauga
1 City Centre Drive
Mississauga, Ontario

Dear Dr. Dobkin and Council:

Re: Ecole Rene Lamoureux - "Meadows"
File 02-21T-74334



The Dufferin-Peel Roman Catholic Separate School Board has a designated school site in Mississauga "Meadows" which is intended for use as the permanent location of our French language school, Rene Lamoureux. As you are aware, from our letter of October 14th, it is imperative that we transfer the Rene Lamoureux student body from their present temporary location at 486 Paisley Blvd.W., West Cooksville, in order to serve the growing local neighbourhood.

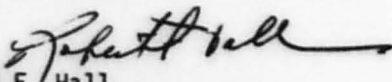
Subject to Final Approval by the Ministry of Education and the Ontario Municipal Board, we believe that we can still provide the new building in the "Meadows" for September, 1976 if we are able to begin construction very soon. We can provide all the necessary temporary services but we will require a building permit prior to the registration of the plan.

We, therefore, request Council to consider this request at the meeting of Monday, November 10th, and to authorize the Building Department to issue a Building Permit for the construction of a 411 pupil place school to drawings submitted by the architect on Block D, Plan 21T-74334 prior to the registration of this plan.

Your cooperation will be much appreciated by many parents and ratepayers.

Very truly yours,

DUFFERIN-PEEL R.C.S.S. BOARD


R.F. Hall
Chairman of the Board

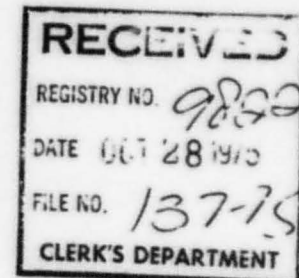
c.c. Mrs. Caye Killaby, Ward 4
Mr. David Culham, Ward 3

The Regional Municipality of Peel

E 2

October 27, 1975.

Mr. T. L. Julian,
Clerk,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.



Dear Sir,

Subject: 911 Emergency Calling System
Our Reference CAO-75-32

At the meeting of Regional Council on October 23, 1975, representatives of Bell Canada made a presentation of a proposed simplified emergency calling system for Peel Region. A general outline of the system is contained in the attached report of our Chief Administrative Officer.

After some discussion, Council directed that this report be referred to the Area Municipalities for comment as the system can not be implemented without the participation of at least Fire, Police and Ambulance Services.

Would you kindly place this matter before your Council.

Richard L. Frost, M.A.,
Regional Clerk.

c.c. - Mr. C. McC. Henderson,
Chief Administrative Officer.

RLF:ag

TO BE RECEIVED. REFERRED
TO J. MILLER FOR REPORT. #R.977

The Regional Municipality of Peel

I-2a

October 22nd, 1975.

MEMORANDUM TO CHAIRMAN AND MEMBERS
OF COUNCIL.

Re: 911 Emergency Calling System

Council will, tomorrow, consider a presentation from Bell Canada with respect to a proposed simplified emergency calling system for Peel.

The three digit figures of 911 has been selected as the universal North American number to be used by telephone exchanges in allowing the placing of calls by persons needing emergency assistance. In the United States there are over 300 such systems serving more than 22 million people - as of 1974. The system parallels the number 999 which has been in effect for over 30 years in Great Britain for the same purposes.

In Canada, a number of cities have established the 911 system. These include London, Calgary, Edmonton, Fredericton, Lethbridge, Red Deer, St. John's Newfoundland and as of January 1, 1976, the Region of Waterloo will be added.

The purpose of the system is to assist local public safety agencies in expediting the protection of life and property and the safety of the general public at the local level. Its advantage to the public rests on the universality of its use. It is designed to apply to all emergency calls of a public safety nature. It will not initially replace the existing seven digit emergency numbers presently in use by police, fire and ambulance services. These numbers can be retained as an alternative for as long as is considered necessary and, of course, the opportunity to dial "0" for Operator will still remain - though response time on the latter is unlikely to be as immediate.

In the Region of Peel at the present time, there are 24 numbers listed in the Peel Telephone Directory to give the public access to the three prime emergency services:

Fire	8 numbers
Police	11 numbers
Ambulance	5 numbers

A recent check indicates that the Police Communication Centre presently handles about 90% of all emergency calls received by the three services - fire police and ambulance.

The 911 system would provide residents and transients in Peel with immediate emergency service and eliminate the potential for confusion which now exists.

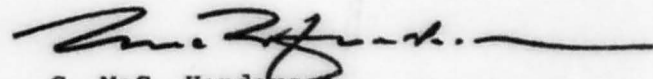
This system will not be without cost. Based on the information provided by Bell Canada, it would appear that the overall additional costs for telephone company service, would approximate \$7,000 per month - for trunks and for the answering bureau equipment. (There are transfer circuits in use today and it is not anticipated that there would be any significant increase in costs for that aspect of the service, in fact it is possible that there may be some savings.)

In addition, there would be one time service charges estimated at \$1,100.00 and the need to spend some money on public relations to publicize the uses of the system prior to its implementation (Waterloo's budget for this purpose is \$10,000.00).

Currently the communications centre of the Regional Police has a staff of about 15. It is possible but not probable that this staff will have to be expanded and an outside estimate of the additional personnel costs is in the order of \$4,000 to \$6,000 per month.

The maximum overall total additional costs based on 1975 prices and salaries, would it is estimated, be about \$145,000.00.* These costs may in part, be shared between the Region and the other co-operating agencies. They have to be weighed against the increased potential for life saving which will result from or expeditious delivery and handling of emergency messages. This factor would indicate that favourable consideration should be given to the implementation of this system - some 24 to 30 months hence.

IT IS THEREFORE RECOMMENDED THAT Council approve the concept of introducing a 911 Emergency system in Peel and authorize the Chairman to forward a letter of intent to Bell Canada.



C. McC. Henderson,
Chief Administrative Officer.

CMcCH/jp

* - A more appropriate figure is less than \$100,000 as further increases in staffing costs will primarily be attributable to population growth rather than to the introduction of the 911 system.

(Revised October 24, 1976)

Hand to Council
CREDIT RESERVE ASSOCIATION I-3
MISSISSAUGA, ONTARIO

October 24, 1975

Mr. George Cohon,
President,
McDonald's Restaurants of Canada Ltd.,
20 Eglinton Avenue West,
Toronto, Ontario.



Dear Mr. Cohon:

Re: Expansion of McDonald's, Hurontario Street, Mississauga

On October 7, 1975, your Real Estate representative, John Pallett, met with two members of the executive of this Association to explain plans for expanding the premises on Hurontario Street.

The proposal to enlarge the parking lot has been presented to our Board, which has decided that consistent with past policy and the expressed wish of the ratepayers of the area, we must oppose any plans for expansion.

The C.R.A. was formed in 1971 to express the determination of residents in our area to prevent development out of keeping with the style and character of the neighbourhood. We have been successful in working with the City of Mississauga in designing what local people, as a whole, feel to be a more desirable use of the land along Hurontario Street than the commercial and high-rise proliferation above the Queen Elizabeth Way. The sort of traffic problems which have been created on Hurontario and neighbouring roads as a result of McDonald's presence have been a source of concern to many residents.

Many of our members have dropped into McDonald's for a meal, but few would have asked for an operation such as yours in this neighbourhood. The spot-zoning which allowed McDonald's on this site was an anomaly, and the Credit Reserve Association would not be worthy of its mandate if it did not make every effort to prevent any further exploitation of the situation.

We would like to express our gratitude for your consideration in discussing these plans with us, and we appreciate the work being done to keep the premises and surrounding properties clean.

Yours very truly,

Eric B. Toller

Eric B. Toller,
President.

TO BE RECEIVED

EBT/zk

c.c. Mayor Martin Dobkin
Councillor Harold Kennedy

I-4

MAYOR & MEMBERS OF COUNCIL
CITY MANAGER & DEPARTMENT HEADS
ALL NEWS MEDIA

Please allow me to take this opportunity to express my deep appreciation to those many, many people who are helping greatly to keep my spirits up during my illness.

It some times takes sickness to make a person realize who his friends are and how numerous or how few they are. During my illness I was simply overwhelmed by the interest shown by people from all walks of life. I had no idea how kind people really could be. I was literally showered with letters, cards and flowers, expressing the good wishes of people inside and outside my constituency. It was an experience that I will never forget.

My doctors inform me that my prognosis is excellent and I will be able to take on the full responsibilities given to me by my constituents in the New Year. This is wonderful news to me. In the past I have always tried to be of service to my people, but in the future I will try even harder in order to return the kindness shown to me.

I strongly feel that this enforced rest will give me a chance to prepare myself for the work that awaits me upon my return to the Council.

(Signed) Frank J. McKechnie

TO BE RECEIVED

(Undated) Received in
Clerk's office
Oct. 29/75

NO WAY QUEENSWAY!

I-5

Dear Mayor Dobkin:

A sincere thank you Mr. Mayor for pointing out publicly (Mississauga News, Oct. 22) regarding the dubious origins that exist for the Queensway W. artery concept. We are entirely grateful that you dare oppose a tentacular encroachment by this arterial monster into the midst of many beautiful residential areas in your city.

When this issue is properly and publicly aired, we believe a considerable majority of Mississaugans will support your stand. We believe too, it will not be politic to abet this arterial invasion. Our reasons are manifold.

First of all, east-west arteries are much needed north of Dundas W. to the west of Hwy. 410 to accommodate new, and future growth - particularly west of Credit River. In their absence, newly-domiciled persons and others from this area follow torturous, circuitous routes to the Metropolitan mecca.

Morning travellers journey southward several miles to pick up Q.E.W. and thence eastward to Hwy. 427. At this point many of them turn northward to gain convenient eastward access along Hwy. 401 to Metropolitan interchanges. Once again our traveller turns southward to various points within the Toronto core as far down as Eglinton and St. Clair Aves. - ahead on time but long on mileage.

At the outset and again on return, many commuters knife through established residential areas in Mississauga en route to and from Q.E.W. Little of this "through traffic" will be relieved by the adoption of yet another artery (Queensway) in the Dundas W.-Q.E.W. corridor. In order to alleviate this, an E/W artery north of Dundas W. is mandatory with appropriate interchange at Hwys. 427 or 401. Funds acquired for Queensway W. must be re-allocated to this northern artery.

Lands north of Dundas W. are underdeveloped and further, the Credit River is easily forded in this area. At Queensway W. the Credit River gorge is wide and deep and expensive bridging is required; easily the cost of several bridges north of Dundas W. Ratepayers must beware of the additional burdens in taxation and inconvenience associated with the Queensway plan.

In an earlier report bearing 300 signatures, our Association discussed the deleterious environmental impact of a major traffic artery to our residential community, a previously committed land utilization. The technical and economic difficulties in the control of noise and exhaust emissions were described to your City Council as well as the Region of Peel. For instance,

✓ TO BE RECEIVED. REFERRED
TO W. TAYLOR & R. EDMUNDS

I-5a

sound barriers are largely ineffective and untenably hideous. In addition, the safety aspects of "through traffic" in our residential neighbourhoods were also discussed.

In order to obviate danger to pedestrians and local drivers, we suggested the northern E/W arteries as well as a N/S artery at Mavis Road with interchange at proposed Hwy. 403 be established to collect "through traffic". Later, a completion of the Mavis Rd. project south of Dundas W. was indicated for early 1975. Inasmuch as the end of 1975 construction year is at hand, it appears that this portion of the Mavis project may be acquitted in 1976. Nonetheless, we extend our gratitude to Council and Staff that something is being done.

Mr. Mayor, you asked if there was anyone willing to help you stop the Queensway artery. Most assuredly, Mr. Mayor, our assistance in this matter will be legion.

Yours very respectfully,

(Signed) Roy Saari, President
Glensharon Homeowners'
Association

c.c. Mr. L. Parsons, Chairman,
Regional Municipality of Peel.

Mr. John Rutherford, Reporter,
Mississauga News.

Mr. Clive Partridge, Chairman,
Glensharon Traffic Committee.



DON ROWING CLUB

Box 172, Port Credit
Mississauga, Ontario L5G 4L7

October 17, 1975

M.L. Dobkin, M.D., Mayor
City of Mississauga
One City Centre Drive
Mississauga, Ontario
L5B 1M2

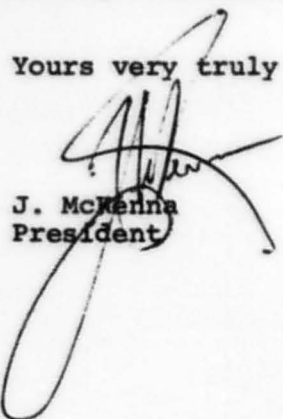
Dear Sir:

We would acknowledge receipt of a cheque to our favour in the amount of \$5,000, being a grant from the City.

It is with our complete thanks and appreciation to the City that this grant was received and it was immediately put to good use.

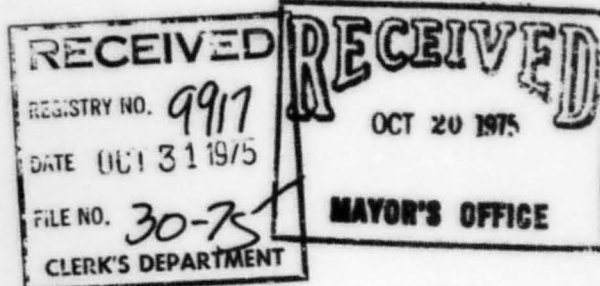
We feel we should account to you for the disbursement of such funds and for this purpose we are attaching hereto quote and receipt from Peatson Roofing concerning the new roof on the boathouse.

Yours very truly


J. McKenna
President

irc
Enc.

TO BE RECEIVED.



PEATSON'S ROOFING and HEATING LIMITED

GAS & OIL FORCED AIR HEATING - AIR CONDITIONING

ROOFING - EAVESTROUGH - SHEET METAL WORK

I-6a

Brampton, Ont. August 19 197
LBY 1M7

INVOICE #153-41

Mr. L. Halliway
Don Rowing Club
1446 Chasehurst Dr.
CLARKSON, Ont.

Dear Mr. Halliway:

The following work was completed on the roof for
the Don Rowing Club building:

Removed old roof and hauled away.
Cut 1" insulation and install between ridges of steel
pan deck.
Mop one ply vapour barrier.
Mop 1" rigid laminated roof board to vapour barrier.
Four ply asphalt and gravel roof.
Reinstall existing metal flashing.
Reinstall vents in roof.

\$5000.00

The roof is guaranteed for two years and the metal flashings
for one year.

Yours truly,

PEATSON'S ROOFING AND HEATING LIMITED

George M. McCracken

G. W. McCracken

GWM:hh

c/o Don Rowing Club

KEEP
THIS BILL
FOR
REFERENCE

149 2nd St. New York City 10013

I-66

Brought to
Paid by

Job 2116

1	Shipping	
2		
3	in per quote	
4		5000.00
5		
6		
7	Cheque for 5000.00 received	
8	Sept 5/75	
9	Thank you	
10		
11		
12		
13		
14		
15		

41

Send to Council

I-7



Applewood Hills Homeowners Association
TOWN OF MISSISSAUGA, ONTARIO.

RECEIVED
REGISTRY NO. 9958
DATE NOV 4 1975
FILE NO. 187-75
CLERK'S DEPARTMENT

3615 Birchmeadow Cres.,
Mississauga, Ontario,
L4Y 3R8
October 16, 1975

Mayor and Council,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

RECEIVED
OCT 30 1975
MAYOR'S OFFICE

Dear Mr. Mayor and Members of Council,

In light of the recent Provincial decision not to provide the necessary services to the Pickering Airport Site and the subsequent Federal decision to halt construction of a second Toronto-centered airport, may we take this opportunity to restate this Associations position on Malton Airport?

The very formation of Applewood Hills Homeowners Association was based on the issue of NON-EXPANSION OF MALTON. Over the years, we have continued to work on this premise each time the future of Malton has been in doubt. We continue to stand on this policy of non-expansion and feel at this time, we should again categorically state this position.

We understand that this position is also taken by the City of Mississauga. If at a time in the future the City becomes involved in any issue related to Malton Airport, do not hesitate to call on this Association for our support.

Yours truly,
Julie Newnham
Julie Newnham, President,
Applewood Hills Homeowners Assoc.

TO BE RECEIVED

Send to Council
I-8

October 23, 1975

RECEIVED	
REGISTRY NO.	9939
DATE	NOV 4 1975
FILE NO.	87-75
CLERK'S DEPARTMENT	

RECEIVED
OCT 24 1975
MAYOR'S OFFICE

Mayor M.L. Dobkin
1 City Centre
Mississauga, Ontario

Dear Sir

The Executive and Council members of the Forest Glen Community Association reiterate our support of the brief submitted by SANA to the airport inquiry commission dated March 4, 1974.

This letter is written to you because of our concern over the recent decision not to proceed with the Pickering airport. We believe you will agree that this creates a grave threat to all the communities in the Malton area.

The Federal Government has said that the Malton airport will not be expanded; let us therefore combine to ensure that this agreement is not altered or changed in any way.

Sincerely

M. Hutchison

M. Hutchison (Mrs.)
President
Forest Glen Community Association

TO BE RECEIVED

274-4400

24 HR. SERVICE

Hotline Towing

- MISSISSAUGA -

P.O. BOX 483, PORT CREDIT, ONTARIO

274-4400

I-9

October 22, 1975

City Council
c/o Mayor Dobkin
1 City Centre Drive,
Mississauga, Ontario

RECEIVED	
REGISTRY NO	9960
DATE NOV	4 1975
FILE NO.	13-75
CLERK'S DEPARTMENT	

TO: The Mayor and Members
of the Council.

Would you please read this letter to members of Council.

If I seem angry it is because I am. I have learned a lot in the past three years but the most important thing is that no-one cares about their fellow man.

Up until three years ago my son worked hard on a loading dock, even though he was often not well, due to a childhood illness. He refused to miss a days work even with bad colds, a smashed foot and a injured hand. Thru a company medical check, he found that he had a faulty heart valve.

With some money he had saved and with the help of his father and I, he started a small towing business. As every man must have a future, this we hoped would be his.

For the last year and a half, we have covered the Peel Police Towing in our area. We have been praised many times for our service as we gave them top priority and didn't have too many other contracts.

What we just can't understand is why the towing tender was awarded to a man who claims it is just 10% of his business which is thriving on its own.

If any of you were in our position, no doubt, you would find it hard to believe too.

TO BE RECEIVED.
REFERRED TO PEEL REGIONAL
POLICE COMMISSION

cont'd
Page 1 of 3

Cont'd
October 22 1975

TO: The Mayor and Members
of City Council

I-9a

Here are a couple of questions that we would appreciate some answers to.

- 1) Who would know better what was needed to cover this territory than someone who had done it for one and half years? (This can be proven)
- 2) Has anyone considered the officer on the scene and the dispatcher as to who they know will give them prompt service, quick pickup, road debris cleared, quick response when called by police dispatcher, 24 hours a day. 7 days a week. (This is what the majority of officers want.)

Our truck is dispatched at once. Driver is never left alone out on the road as we know some are. He is backed by radio dispatch at all times. To save time his route is given to him on the air. Our radio system enables us to be on the air at all times, even during power failures. Our drivers are available at all times due to a page boy system. Timed records of each police calls are made, which at one time, cleared an officer of accusations made against him.

We feel that if the police department are efficient so should the company doing the towing for them, and this we worked hard at to accomplish and feel pride in doing so.

We may not have an acre of land but we were led to believe this amount of land was not necessary as the areas were not divided as previously planned. As we mentioned in our bid, we had more land available as needed, and it could have been ready in a weekend.

Just before writing this letter one of our drivers came across a property damage accident on his way home. As there were no police or the owners on the scene and traffic was congesting around the cars, he stood by with his rotar lights going and called the base to notify police.

Before police arrival, this driver swept the road of debris to ensure the safety of other vehicles.

Cont'd
Page 2 of 3

Cont'd
October 22, 1975

TO: The Mayor and the Members
of City Council

I-9b

Upon police arrival, the officer checked with his dispatcher to see if it was okay if we tow one of the cars. The answer to that was no. The officer was very sorry and that they thought this new towing system was ridiculous. Being that we were told we could have some accidents, I don't see any reason we were denied this one.

In calling thru to communications we were informed that we would be used in overload situations.

As I know this letter will make no difference to anyone, at least I feel better for getting it off my chest.

Yours truly,

Mrs. Lola Hetherington,
HOT-LINE TOWING
Port Credit,
Mississauga, Ontario



Ontario
Energy
Board

A

E.B.R.O. 343

C/A
I-10

IN THE MATTER OF The Ontario Energy Board Act, R.S.O. 1970, Chapter 312 and in particular section 19 thereof;

AND IN THE MATTER OF an application by Union Gas Limited to the Ontario Energy Board for an Order or for Orders approving or fixing just and reasonable rates and other charges for the sale, distribution, transmission and storage of gas;

AND IN THE MATTER OF an application by Union Gas Limited to the Ontario Energy Board pursuant to section 15(8) and section 19 of the said Act for an interim Order approving or fixing rates, pending the final disposition of the application referred to in the paragraph above.

RECEIVED	
REGISTRY NO.	9989
DATE NOV	5 19/5
FILE NO.	7-75
CLERK'S DEPARTMENT	

NOTICE OF APPLICATION AND HEARING

NOTICE is hereby given pursuant to directions of the Ontario Energy Board of the attached application to the Board. The Board's Rules of Procedure require that a Respondent who intends to oppose or otherwise intervene in an application shall file with the Board Secretary and serve upon the Applicant or his Solicitor, an Answer containing a clear and concise statement of his interest, of his grounds for opposing or otherwise intervening and being endorsed with his name and address. Where filing or service of the Answer is personal, it shall be effected within fourteen days after the date of service of this Notice of Application and Hearing. In the event of the settlement of the current mail strike, filing or service of the Answer may be by registered mail, in which event the date of mailing shall be within fourteen days of service of this Notice of Application and Hearing.

The Applicant proposes in the application to proceed in two phases, the first dealing with determination by the Board of rate base, cost of service, total revenue requirement and rate of return and, after determination of the first phase, the second phase dealing with fixing by the Board of just and reasonable rates and charges.

I-10a

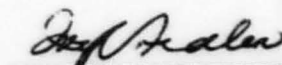
THE BOARD HAS APPOINTED MONDAY, THE 8TH DAY OF DECEMBER, 1975, AT THE HOUR OF 9 A.M. AT ITS OFFICES, 9TH FLOOR, 14 CARLTON STREET, TORONTO, ONTARIO, AS THE TIME AND PLACE FOR THE HEARING OF THIS APPLICATION AND OF ALL PERSONS INTERESTED THEREIN. THE APPLICATION FOR AN INTERIM ORDER CONTAINED IN PARAGRAPH 15 OF THE APPLICATION WILL BE HEARD AT THE BEGINNING OF THE HEARING. IF ANY PERSON NOTIFIED DOES NOT ATTEND AT THE HEARING, THE BOARD MAY PROCEED IN HIS ABSENCE AND HE WILL NOT BE ENTITLED TO ANY FURTHER NOTICE IN THE PROCEEDINGS.

Copies of the Applicant's material and pre-filed evidence in support of the interim application and in support of rate of return will be available for inspection on and after the afternoon of Friday, November 14, 1975, at the above mentioned offices of the Board and at Union's principal offices in the cities of Windsor, Chatham, Sarnia, London, Waterloo and Hamilton and shall be served on Intervenor as they become known. Copies of the Applicant's material and pre-filed evidence in support of rate base, cost of service and total revenue requirement will be available for inspection at the same places on and after the afternoon of Friday, December 5, 1975, and shall be served on Intervenor as they become known.

The address of the Board is as set out above and the Applicant's Solicitors are McNevin, Gee & O'Connor, 43 William Street North, Chatham, Ontario.

DATED at Toronto, this 4th day of November, 1975.

ONTARIO ENERGY BOARD



Ivy C. Fidler
Board Secretary

INFORMATION.
TO BE RECEIVED.

IN THE MATTER OF The Ontario Energy Board Act,
R.S.O. 1970, Chapter 312 and in particular
Section 19 thereof;

I-106

AND IN THE MATTER OF an Application by Union
Gas Limited to the Ontario Energy Board for
an Order or for Orders approving or fixing
just and reasonable rates and other charges
for the sale, distribution, transmission and
storage of gas;

AND IN THE MATTER OF an Application by Union
Gas Limited to the Ontario Energy Board
pursuant to Section 15(8) and Section 19 of
the said Act for an Interim Order approving
or fixing rates, pending the final disposition
of the Application referred to in the paragraph
above.

-:

APPLICATION

:-

1. Union Gas Limited (hereinafter referred to as "Union") is a regulated public utility incorporated under the laws of the Province of Ontario with Head Office at the City of Chatham, in the County of Kent.
2. Union conducts an integrated gas utility business which combines the operations of producing, purchasing, transmitting and storing natural gas ("gas"), of storing and/or transmitting gas for others, of selling gas to other utilities for resale and of distributing, supplying and selling gas to ultimate consumers in its franchise area in Southwestern Ontario.
3. By Application dated the 3rd day of May, 1973, Union (along with its then wholly owned subsidiary United Gas Limited with which it has since amalgamated) applied to the Ontario Energy Board ("the Board") to determine its rate base as of the 31st day of March, 1973 and to determine a reasonable rate of return thereon. Following public hearings, the Board issued Reasons for Decision dated the 9th day of October, 1974 followed by E.B.R.O.-309-5, making the determinations requested.
4. Union now applies to the Board pursuant to Section 19 of The Ontario Energy Board Act, R.S.O. 1970, Chapter 312 for an Order or Orders approving or fixing just and reasonable rates and other charges for the sale of gas and for the storage and transmission of gas for others.
5. By Subsection 2 of said Section 19 the Board in approving or fixing rates and other charges is required to determine a rate base for the applicant and to determine if the return produced or

to be produced on the rate base is reasonable. Union therefore proposes that this Application proceed in two phases, the first phase to deal with determination by the Board of rate base, cost of service, total revenue requirement and rate of return and after determination of the first phase, then the second phase to deal with approving or fixing by the Board of just and reasonable rates and other charges for the sale of gas by Union to all of its customers and for the storage and transmission of gas by Union for others.

6. Union has a small group of customers receiving gas at reduced rates under old Right-of-way Agreements dating from 1913, along with a number of customers receiving gas without charge under old Oil and Gas Leases entered into in the period 1906 to 1919. In addition by franchise arrangement, some of which go back as far as 1908, Union has been furnishing gas without charge for certain public buildings. Union is requesting the Board by Order to provide that such customers shall pay for their gas at the full and regular rate. Union proposes that this portion of its Application shall be dealt with by the Board during the second phase of the hearing of this Application.

7. Since the last increase in Union's rates, Union is experiencing and will experience substantial further increases in the cost of purchased gas and in the carrying cost of inventory gas, particulars of which are provided hereunder. As a result, Union is also applying to the Board at this time for an Interim Order or Interim Orders authorizing it to increase its rates so as to recover these increased costs.

8. Cost of gas purchased by Union for resale is the major item of cost for Union, which buys over ninety percent (90%) of its gas from TransCanada PipeLines Limited ("TransCanada"). The rates charged by TransCanada to Union are subject to regulatory authority of the National Energy Board of Canada ("the N.E.B."). By policy statement dated the 20th day of October 1975, the N.E.B.

advised that it would recommend to the Governor General-in-Council certain "prescribed" prices for sale of gas by TransCanada effective 1 November 1975, the effect of which is to increase the rates which TransCanada charges to Union by 42.00 cents per Mcf, which on a twelve month basis amounts to an increase in Union's cost of gas in the sum of approximately \$101,300,000.00. I-10d

9. A second source of gas for Union is the gas Union purchases from Panhandle Eastern Pipe Line Company ("Panhandle"). The rates charged by Panhandle to Union are subject to regulatory authority of the Federal Power Commission of the United States of America ("the F.P.C."). Panhandle has advised Union that a further increase has been authorized by the F.P.C. effective the 1st of December 1975, the effect of which is to increase the rates which Union will pay to Panhandle by the sum of 4.53 cents per Mcf over the price presently reflected in Union's rates. Over the remaining lifetime of the Panhandle contract from December 1, 1975 to November 5, 1976, this will amount to a further increase of approximately \$467,000.00 in Union's cost of gas.

10. Union also purchases gas from local Ontario suppliers, the cost of some of which is based on a price which varies in accordance with the gross price received by producers in Alberta. As a result of the increase in the price prescribed by the N.E.B. effective 1 November 1975, the price which Union will pay for this gas will increase from 60 cents per Mcf to 95 cents per Mcf. This results in an increase of 16.99 cents in the average cost of the gas Union purchases from local Ontario suppliers, which on a twelve month basis amounts to a further increase of approximately \$612,000.00 in Union's cost of gas.

11. None of the gas cost increases mentioned above has been included in any previous Order of the Board and Union now requires an increase in its rates of 40.97 cents per Mcf to recover these gas cost increases.

12. At the time of making the Application to the Board which resulted in E.B.R.O. 309-II-3, Union forecasted that for fiscal 1976 its average investment in inventory gas in storage and line pack would amount to \$37,400,000.00, the carrying cost of which has been included in Union's rates under the said Order of the Board. For

the twelve month period beginning November 1 1975, Union presently forecasts this average investment to be \$73,500,000.00, an increase of \$36,100,000.00 arising from larger volumes of gas in inventory and higher gas purchase costs. The carrying cost of this increased investment has not been provided for in Union's rates. Following the same level of return and related taxes as determined by the Board in its Reasons for Decision dated the 9th day of October, 1974, Union calculates the annual carrying cost relating to this increased investment to be \$5,191,000.00. With respect to all of its customers other than those who purchase under contracts containing escalation clauses, this results in an increase of 2.94 cents per Mcf as a result of gas cost increases during the said period.

13. The Board by its Reasons for Decision dated October 9, 1974, determined that Union should be entitled to earn an overall rate of return of 9.6%. Union has not been able to earn that level of return and with the increases in the purchased cost of gas and with the increase in the carrying cost of inventory gas in storage and line pack referred to in this Application, will be further deficient in attaining such return.

14. Because of its inventory of gas in storage as of October 31, 1975, Union is able to postpone increasing the price of gas it charges to its customers.

15. Union therefore now applies to the Board for an Interim Order under Subsection 8 of Section 15 of the Act and pursuant to Section 19 of the Act, pending the final disposition of this Application and of the Main Application referred to in paragraph 4 hereof, authorizing it to charge the following increases in the price per Mcf at which it sells its gas:-

- (a) Effective the 1st of January, 1976, with respect to all gas sold to customers who purchase under contracts containing escalation clauses, the full amount of the increases above described in the purchased cost of gas which it may pass on under the escalation clauses contained in such contracts, such increases to apply notwithstanding any existing Order of the Board.
- (b) Effective with consumption on and after the 18th day of January, 1976, with respect to all of its customers other than those who purchase under contracts containing escalation clauses, their proper share of the increases above described in the purchased cost of gas and in the increased carrying cost of the increased investment in gas in storage and line pack, amounting to 43.91 cents per Mcf.

16. With respect to the Application contained in paragraph 15 hereof, Union proposes that the Board should dispense with the *I-10f* determination of a rate base and that its Interim Order be subject to whatever terms and conditions the Board may prescribe, including provision for refund or other adjustment at the Order of the Board in the event and to the extent that the Board in the final disposition of the Main Application should find that the revenues derived from the increases requested in this Application, are more than fair and reasonable.

17. The persons affected by these Applications are the customers resident or located in the municipalities, police villages and Indian Reserves served by Union, together with those to whom Union wholesales gas or for whom it transmits or stores gas and insofar as the Main Application is concerned, customers who are affected by the request contained in paragraph 6 hereof. It is impractical to set out in this Application the names and addresses of such parties because they are too numerous. The classes of persons affected are the residential, commercial and industrial customers of Union and the wholesale, transmission and storage customers of Union. Any and all of them may be affected with respect to their gas rates in the final determination of this Application by the Board.

DELIVERED and SIGNED on behalf of Union this 4th day of November, 1975 by McNevin, Gee & O'Connor, Barristers, etc., 43 William Street, North, Chatham, Ontario, Solicitors for Union.

McNevin, Gee & O'Connor
McNevin, Gee & O'Connor.